

The Hong Kong Daily News

No. 6420

第十二百四千六百

日金月五年庚戌結光

HONGKONG SATURDAY JUNE 20TH. 1878.

六月廿

號九十二月六英

港華

PRICE 2/- PER MONTE.

SHIPPING.

NOTICES OF FIRMS.

ARRIVALS.
June 27, MONGKOK, British brig, 197 Miles, put back, General - ROZARIO & Co.
June 28, DOUGLAS, British str., 904, Pitman, Foochow 23rd June, Amoy 26th, and Swatow 27th, General - D. LAFRAIR & Co.

June 28, YANGTZE, British steamer, 782, E. Schulze, Canton 28th June, Ballast - SIEMENS & Co.

June 28, MENELAS, Brit. str., 1,550, Scale, Shanghai 21st June, Foochow 26th, General - BUTTERFIELD & SWINEY.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
JUNE 28TH.

Charlton, British steamer, for Saigon.
Emerson, British steamer, for Manila.
Olympia, German steamer, for Swatow.
Gendorf, German bark, for Whampoa.
Wandering Jew, Am. ship, for San Francisco.

DEPARTURES.
June 28, W. E. GRIESEY, British bark for Bangkok.

June 28, AVERTON, British str., for Guam.

June 28, PALESTINE, British str., for Bangkok.

June 28, BELLS OF OREGON, American bark for Portland (Oregon).

June 28, ESMERALDA, Brit. str., for Manila.

June 28, ORINTHA, German str., for Swatow.

June 28, YOUNG SIAM, Siamese ship, for Bangkok.

PASSENGERS.
ARRIVED.

Per Douglas, str., from East Coast -

Messrs. WILKINSON, Pelly, and Metta, and 95 Chinese.

Per Macaulay, str., from Shanghai, &c.

Per Dave Carson, Mrs. Carson, Mr. and Mrs. Norval, Eliza, Messrs. Arnold, Pierrell, and Stevens, for Hongkong.

TO DEPART.

The following passengers will leave by the P. & O. Liner "Sardinia" for London -

Franz Herberg, 4th Southampton - Mr. Walker and sister, Messrs. G. Morrison, R.N., Thomas Jones, D. McCarthy, and Samuel Bowker, From Yokohama for Shek - Madame Puschhoff and Mr. Davidson, For Southampton -

Messrs. D. Harde and Peasing, and 44 Europeans. From Shanghai for Southampton - Mr. A. J. Pollock, For London - 1 distressed seaman.

REPORTS.

The British steamship "Mandarin" reports left Shanghai on 21st June, Foochow on the 26th, and had fine weather throughout the passage.

The British steamer "Magician" reports left Foochow on the 25th June, Amoy on the 26th, and had strong S.S.W. monsoon with a strong N.E. current in lat. 11° N. and long. 112° E. The vessel's bottom being too foul to answer her helm quickly, was turned back on the 21st June for Hongkong, and experienced light Southerly winds and a strong N.E. current.

The British steamer "Douglas" reports left Foochow on Tuesday, the 25th June, Amoy on the 26th and Swatow on the 27th, and had strong S.S.W. winds from Foochow to Amoy; from thence moderate S.S.W. winds and fine weather. In Foochow the steamships "Barque, Caliber, Cyphers, Historian, Ocean, Overhanging, and Tugger." An Amer. H.M.S. "Nasara," U.S. gunboat "Merlet," and steamer "H. C. Ordway" in Amoy, and "H. M. S. Scorpion," steamer "West Country, Celestial, and Sealander."

AMOY SHIPPING.

JUNE 28TH.

12, Hailong, British steamer, from Tamsui.

13, Alert, British schooner, from Tamsui.

13, Taiwan, British steamer, from Hongkong.

13, Peter, German 3rd. coh., from Bangkok.

13, Twangtung, British str., from Hongkong.

15, Gladstone, British str., from Yokohama.

17, Carl Ritter, German str., from Hongkong.

18, Yeon, British steamer, from Foochow.

19, Tianshan, British steamer, from Swatow.

19, Emmy, Spanish steamer, from Hongkong.

19, Glanis Castle, British str., from Kobe.

20, Douglas, British steamer, from Hongkong.

20, E. v. Beulwer, Ger. br., from Newchow.

20, Taiwan, British steamer, from Tamsui.

21, Fortune, British str., from Hongkong.

21, Oxford, British str., from Shanghai.

22, Hydra, German bark, from Swatow.

22, Miniflora, British bark, from Samarcand.

22, Stentor, British steamer, from Hongkong.

24, Nancor, British steamer, from Shanghai.

25, Albury, British steamer, from Tamsui.

25, Alice, British steamer, for Foochow.

25, Gustav & Maria, Ger. bark, for Hongkong.

25, Anna, German bark, for Kiating.

25, Taiwan, British steamer, for Tamsui.

25, Hailong, British steamer, for Hongkong.

25, Kwantung, British str., for Foochow.

25, Aletha, British steamer, for Tamsui.

25, Oceania, British bark, for Foochow.

25, Almeria, German bark, for Chefoo.

25, Yesso, British steamer, for Hongkong.

25, Carl Ritter, German str., for Foochow.

25, Tropicana, British steamer, for Shanghai.

25, Douglas, British steamer, for Foochow.

25, Venus, German bark, for Takao.

25, Carl Wilhelm, Ger. bark, for Chefoo.

25, Chelio, British steamer, for Swatow.

25, Cleopatra, British steamer, for New York.

25, Peter, German br., to Taiwan.

25, Samoan, Brit. str., for Hongkong.

25, Gladiola, British str., for New York.

25, Starlet, British steamer, for Shanghai.

25, Albury, British steamer, for Tamsui.

VEHICLES EXPECTED AT HONGKONG
(Corrected to Date).

Pearlins... London... Mar. 12

Landsdale... Liverpool... Mar. 13

Alice D. Cooper... Boston... Mar. 14

Heinrich Blumenberg... Hamburg... Mar. 20

Vanharts... Cardiff... Mar. 20

Heinrich... Hamburg... Mar. 20

Robert Henderson... London... Mar. 20

Arabin... Cardiff... Mar. 20

Bert... Newport... Mar. 20

Orde... Liverpool... Mar. 20

John F. ... Liverpool... Mar. 20

Morris... Liverpool... Mar. 20

Macrina Union... Cardiff... Mar. 20

Braniff... Newcastle... Mar. 20

THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road, Central, Hongkong.

JOHN SKINNER, 115, PINE STREET,

SAN FRANCISCO, CALIFORNIA.

London-BANKERS LONDON & CO.

HONGKONG - INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits -

For 3 months 2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 12 months 5 per cent. per annum.

LOCAL BANKS DISCOUNTED.

Cards granted, approved Securities, and

Descriptions of Banking and Exchange business transacted.

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Mr. McEwen.—Were you on the look-out the night the ship was here?

Witness.—I forgot whether I was or not, but I think I was.

Mr. May.—Now, were you or were you not on board?

Witness.—Yes, I was on the look-out just before the vessel struck.

Mr. McEwen.—Was land in sight then?

Witness.—Oh yes, sir, land was in sight for a long, long time.

Mr. McEwen.—Do you know if the main royal was not?

Witness.—Well, sir, I was awake because it was my watch on deck.

The witness then appeared not to be able to understand what was said to him and stood looking about.

Captain Kirk—Really, gentlemen, the evidence of this witness cannot be relied upon. First, he says one thing and then he contradicts it.

The chief officer.—I can see by the witness he does not understand what is put to him.

Mr. May.—Then perhaps you will speak to him.

The chief officer then put a question to the witness, but he still looked foolish.

Witness.—I do not understand what you are talking about. Will you ask me one question about the ship and then answer?

Mr. McEwen.—Did you see any white water that night?

Witness.—White water, what is that?

Mr. McEwen.—Breakers.

Witness.—I don't know what I saw. I don't understand the English language.

Mr. McEwen.—The witness could speak if he liked, but he had been before him (Mr. McEwen) with some complaint, and he could speak well enough then.

Mr. May.—What language do you speak?

Witness.—I speak Italian, French, and Spanish.

Mr. McEwen.—Then address him in French, but nothing could be obtained from the witness, as he did not understand.

The witness then continued to make a long statement about the ship, but no one understood what it said.

Mr. May.—Leave the Court, we do not require you. Whatever country you belong to you are a disgrace to it.

The witness then commenced to murmur something, but he was removed by the constable.

The Court was then cleared for ten minutes, at the end of which the President announced that the trial would have to be His Excellency the Governor, and would be published in due course.

ARRIVAL OF A VESSEL SUPPOSED TO BE LOST.

The Crawford Bank Steamer, Captain Simmons, from Newcastle, N.S.W., arrived here on Saturday morning, the 22nd instant, having been 94 days from that port. The length of the voyage is due to calms and currents, and as several vessels at present in this port which had arrived some time since were in fact bound for the *Sonatay* in the early part of the voyage, grave fears were entertained that she had either gone ashore or had fallen into the hands of the savages of numerous groups of islands which lie in her course to the China Sea. We believe that a communication was sent to Admiral Patterson on Saturday by the Pacific Mail steamship City of Tokio, which met her on the 22nd instant, and who took her to Canton, where she was handed over to Chinese Minister to the United States, Spain, and Peru, who took with him a humorous note. His Excellency Hon. Gao F. Seward, the American Minister to Peking, will join the City of Tokio at Yokohama, to proceed to Washington to meet the steamer which was bound for the West. The steamer was bound for the Royal Standard, having had a Chinese crewman taken ill on the peak. The *Yungtsze* first arrived here on the 6th April, 1872, and came running to Shanghai, with Messrs. Stenssen and Co. as agents on the 9th April, and has proved a fortunate vessel.

The British steamer *Yungtsze*, Captain Schulitz, arrived here on the 23rd instant from Shanghai. At eight o'clock she dropped ship in the harbor, being in the offing when the *Wai Chia* was captured by bandits numbering over a hundred men. A number of houses were ransacked and booty to the amount of \$1,000 carried off.

The committee charged with the collection of the sum required for the retaining of the *Wai Chia* in the hands of the pirates, on the 17th at the Sin-Wee-kiang, the committee having appointed that day a committee of three to meet at the *Yungtsze* and to consider the amount of compensation to be paid to the pirates.

The *Yungtsze* then continued to make a long statement about the ship, but no one understood what it said.

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(the N.W. Island) was W.S.W., variation 2° E., making centre of S.E. third limb 8.06 N. long. 140° 32' E., distance from centre of the N.W. Island to centre of N.W. Island, four miles and three-quarters."

Captain Simmons has made two charts, one of the portion of the wreck he saw, and one of the S.E. Group, giving the position of what is not marked in the N.W. Island Pilot, 1870, and which he will be pleased to show to any interested person. Captain Simmons desires to thank those gentlemen who interested themselves in his behalf to the end that Admiral Patterson was communicated with the view of sending a gunboat in search of the *Sonatay*.

HONGKONG.

The fortnight just concluded has been very dull and uneventful. The weather has been dry, and the temperature unusually high, for the time of year.

The 10th instant three bandit-pirates were arrested by the soldiers in the Western District.

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